

APPROVED MINUTES
BEAVERTON TRAFFIC COMMISSION MEETING
OCTOBER 1, 2009

CALL TO ORDER

The monthly meeting of the City of Beaverton Traffic Commission was called to order by Chairman Scott Knees in the Forrest C. Soth City Council Chamber of Beaverton City Hall on Thursday, October 1, 2009, at 7:00 p.m.

ROLL CALL

Traffic Commissioners present included Scott Knees, Vincent Tran, Ramona Crocker, Thomas Engel, Patrick Reynolds and Steve Harris. Commissioner Thomas Wesolowski was absent and excused.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Officer Matt Kingsbury and Bonnie Collins who substituted for the absent Commission Recorder.

VISITORS

No one in the audience came forward to address the Commission.

STAFF COMMENTS

Mr. Khasho introduced Officer Kingsbury who is sitting in for Traffic Sergeant Steven Schaer who was excused.

CONSENT

Chairman Knees reviewed the consent agenda compromised of the draft minutes of the September 3, 2009, meeting and Issue TC 663 "Centerline on SW Delta Drive Between Rogue River Terrace and Peninsula Court."

The Commission asked for changes to the draft minutes.

Chairman Knees stated it has been MOVED by Commissioner Reynolds and SECONDED by Commissioner Harris to accept the amended September minutes and Issue TC 663. He asked if there was any discussion. There was none. MOTION CARRIED unanimously, (6:0). Commissioner Tran abstained from approving the minutes as he was absent from that meeting.

PUBLIC HEARING

ISSUE TC 664: PARKING RESTRICTIONS ON THE EAST SIDE OF SW 110TH COURT SOUTH OF 111TH AVENUE

Chairman Knees opened the public hearing on Issue TC 664.

Staff Report

Jabra Khasho, City Transportation Engineer: The request was submitted by Mr. Ken Blocker of C2F Inc. located on SW 110th Court. Mr. Blocker indicated that when cars or trucks are parked on the east side of 110th just south of 111th Avenue, this prevents long-load trucks from backing into the loading docks and exiting. He said 110th Court south of 111th is a 43 foot wide street with a cul-de-sac on both north and south sides. The street serves primarily businesses that are industrial in nature, so there is a lot of truck traffic in this area. Area businesses use 110th as a holding location for trailers between loads. Currently, parking is allowed on both sides of the street. Staff has visited the site several times and noticed that there is ample parking at times. Other times trucks are parked on the east side and are left parked for several days. If the Commission approves parking restrictions across from the driveways, it will have a minor impact on parking in the area, as there is ample parking for both cars and truck trailers. Staff is proposing to prohibit parking for approximately 150 feet on the east side of SW 110th Court, just south of SW 111th Avenue.

Chairman Knees: Do any Commissioners have questions on the staff report?

Commissioner Engel: Is the proposal for 24-hour parking or only a certain time of day or day of the week?

Mr. Khasho: The intention is a 24-hour restriction.

Chairman Knees: Since there are no further questions for staff at this time, we will open the floor for public testimony and will begin with testimony from Mr. Ken Blocker.

Public Testimony

The Commission received written testimony on this issue from Traffic Sergeant Steven Schaer and John Seger. (Written testimony is on file with the staff report in the Engineering Division.)

Ken Blocker (representing C2F, Inc., located on SW 110th Court): Originally, I wanted to have the driveway posted for restricted parking (six to eight feet) on either side, because when we pull out of the driveway we cannot see because of the trucks parking on the street. Mr. Baotu Ho, a transportation engineer working for the City of Beaverton, reviewed the site and suggested we do it the other way proposed by the City. I still would like to have no parking signs posted on both sides of my driveway so we can pull out and not have trouble trying to see around the big trucks that park on the street. Ultimately, what we would really like to see is removal of transient truckers who leave their trailers there for days at a time. I would like to see this addressed because they are taking up all the parking spaces that are needed for the businesses on the street. Originally, when our building was built in 1980, the longest truck was 48-feet long. Now they are 53-feet long.

Pulling out of our driveway, trying to get out on the street is a lot tougher especially when the transient truck trailers are parked right next to our driveway. The company across the street is Wilsonville Concrete and they have even larger trucks that have to swing around out of their driveway and have trouble because of these trucks parked on the street. I am here representing C2F, Inc. and would like to have our side of the road to park on and not have to fight for it, along with the issue of trying to get trucks out of our driveway.

Chairman Knees: Thank you for your testimony. Are there any questions from the Commissioners?

Commissioner Reynolds: Thank you for coming to the meeting and I appreciate your testimony. Which side of the street is your business located on? The west side or east side?

Mr. Blocker: We are on the west side.

Commissioner Reynolds: Is there any onsite parking for your business?

Mr. Blocker: We have plenty of parking for so many people. Outside of that, our business has grown and some of the people park on the street.

Commissioner Engel: The transient truckers that are parking on the road, are they associated with or making deliveries to the businesses in the area?

Mr. Blocker: They have nothing to do with anyone on our street.

Commissioner Engel: Do they just know it is a good place to park?

Mr. Blocker: Since it was posted "No 48 Hour Parking and No Parking" alongside Hwy. 217, near Best Buy and Burlington Coat Factory, all the transient trucks had to move from that location. That is when we began to see more and more trucks and it became a bigger issue at certain times of the week. They all come in off the road and if nothing is going on in their trucking industry, they park their trucks on our street and take up a lot of the parking.

Chairman Knees: The proposed solution is not what you were originally seeking, so will this help solve the problem?

Mr. Blocker: It will help with the trucks that are pulling out of my driveway. It is really tight pulling out of our driveway, swinging out into parking strips and going in and out onto the street and we have lost a lot of landscaping because they have to make a wide swing sometimes to get past the trucks on the street.

Chairman Knees: It is my intention that we look at the issue regarding parking and will talk with Mr. Khasho about the truck trailers. We have been involved with moving them away from the Burlington Coat Factory and over by the Bingo Hall at the end of 5th Street. Apparently, we are chasing and moving them all around the city.

Mr. Blocker: I understand these people are independents and don't have a lot of overhead or income coming in and they are just trying to find a place to make a living. I

don't know if the City owns a parking lot that is empty so they could just park some trucks in there. They need a place to go. They will just be pushed from our area to another area until someone makes a place for them to park overnight.

Chairman Knees: There are no further questions for you this evening. Thank you for testifying. I have one more card from Mr. William Bryant.

William Bryant (representing Wilsonville Concrete): My company is located just behind where the parking restriction proposal is. I agree with the need to restrict on both my side of the street and possibly on Mr. Blocker's side of the street. I also have big trucks coming out of the driveway trying to swing out. We have gravel trucks coming in the north gate, which is right off 111th and then exit off the south gate, which they have to make a U-turn to get back out of the area. I have mixer trucks that go reverse of that. They come in the south gate and go out the north gate. There have been times I have had trucks blocking my driveway. This business has early starts. The concrete business has jobs night and day. I have had to wake up truck drivers to get them out of the way of my driveway to get the gravel trucks in and mixer trucks out. We currently have a car hauler who is a permanent resident down there whenever he is not working. He parks on the south side of my south gate. We have a United Van Lines trucker who loves to park down there for 2-3 weeks at a time when he is not working. There is a red semi that hauls containers and loves to park down there facing the wrong direction. We need to think of a timeline. I don't see a need for a 24-hour ban on parking, but maybe a 6 a.m. to 9 p.m. restriction but not too sure when the latest deliveries are at C2F because I have been there as late as 7 to 8 p.m. and have seen trucks coming and going. If they are late, they still need to make their deliveries. A time needs to be put into the proposal to allow the guys to have time to park because guys come in Sunday night waiting for delivery at BakeMark and they only receive deliveries Monday morning and don't take deliveries until after 6 a.m. so the trucks are parked wherever they can, waiting to get there. Whatever proposal you can consider will be much appreciated from my side of the street.

Chairman Knees: Thank you for your testimony. Are there any questions from Commissioners?

Commissioner Crocker: Do we understand you have trucks going in and out during daytime hours?

Mr. Bryant: Trucks enter businesses mostly during daytime hours between 6 a.m. to 6 p.m. This is the general window, but I have known them to start sometimes earlier and work later. My gravel trucks are double trucks, turning right going in on the north gate just off 111th and make a right turn across the dump pit where they dump the gravel and come out the south gate where they have to basically make a U-turn to get back to 111th. If there are vehicles parked on the west side of the street, they have trouble making that turn. Visibility is a big problem because this is a dead-end street and people love to speed going up and down the street. Many police cars are going into the fueling station and people come into my property because they cannot see the sign that says "fueling station." The United Van Line truck likes to park either right in front of my business or the north side. Again, it is a sight hazard, as the trucks cannot get out into the intersection to see if anyone else is coming. Other trucks from UPS, BakeMark and others do not abide by the speed limit. I think expanding the distance of no parking or time-restricted parking would be worth considering.

Chairman Knees: Are there any other questions from Commissioners? I just want to mention we did receive a letter from another business owner indicating the need for no overnight parking on 111th Court. We will deal with this one small piece now and I suspect we will need to deal with the bigger pieces later. Thank you for your testimony and helping get the ball rolling. Are there any comments from staff?

Mr. Khasho: Not at this time. If we are going to consider other options, I believe it should be a separate issue as indicated in the letter. There are issues also on 111th and we should do it all at once if we need to.

Chairman Knees: I wholeheartedly agree we should try to fix everything or amend what we have in front of us tonight.

Commissioner Engel: Mr. Khasho, with your best engineering sense, what has your experience shown you about experiences like this? We have a tendency of moving truck parking from one part of the city to another. Is there a method that staff could use to look at this issue? Would you look at long, straight roads to see if it is a problem? How do we attack this so we are not just moving the problem from Point A to Point B?

Mr. Khasho: There is no magic number. There are places where truckers can park but they have to pay a parking fee. There is one place off Allen Blvd. where they can stay and pay a fee. Some truckers are looking for a free space to stay. If we approve limited parking for trucks in this area, as we did in other areas, I believe they will just find another area to park free. It will be an ongoing issue until somehow we have something in the City Code regarding truck parking on certain streets. This is difficult to accomplish.

Commissioner Engel: Mr. Khasho, you mentioned something in the City Code, and I am not interested in pursuing this except as anything more than a casual question, but is our ability to chase street after street. It is the City Council that has to take up larger policy issues like that. Is that our scope essentially as a body?

Mr. Khasho: Yes, that is correct.

Chairman Knees: I would like to close the hearing and the Commissioners can begin deliberation on the issue since there were no objections.

Commission Deliberation

Commissioner Reynolds: I am in total agreement with these two business owners. We should make a motion to approve TC 664 as written.

Commissioner Reynolds MOVED and Commissioner Tran SECONDED a MOTION to approve the staff recommendation on Issue TC 664 "Parking Restrictions on the East Side of SW 110th Court South of 111th Avenue" and the draft final written order.

There was no further discussion. The MOTION CARRIED unanimously, (6:0).

Chairman Knees: Thank you Mr. Blocker and Mr. Bryant for your testimony and the public hearing is now closed. One last question. Mr. Blocker, how will we pursue the issue with the trucks? The Commission will discuss this with Mr. Khasho and you can make a phone

call to him to follow-up. It is helpful to get the opinions and viewpoints of the people who are in the area to see how widespread the problem is and we hope we can help.

OLD BUSINESS

Mr. Khasho: I just have one item. At the last Traffic Commission meeting, Commissioner Crocker mentioned that the green light at the traffic signal on Lombard Avenue at Farmington was short. We checked it and increased the green time, so it should now be taken care of.

Chairman Knees: Are there any Commissioners with Old Business to discuss?

Commissioner Engel: Mr. Khasho, I seem to remember when we were looking at Beaverton's proposals for federal stimulus grant allocations that sections of Hall Blvd. were on the list. Is that work scheduled to begin this year or next?

Mr. Khasho: The Hall Blvd. work is an overlay project between Ridgecrest and Hart Rd. The overlay will begin next spring to avoid the cold, wet weather. It is still scheduled, but the construction requires warmer weather.

Chairman Knees: Anyone else with Old Business?

Mr. Khasho: At the last meeting there was a question about the photo radar van that is often seen parked on Erickson. Officer Kingsbury will let us know the findings.

Officer Kingsbury: I have some information from the Photo Radar Program Coordinator, specifically, about the photo radar enforcement conducted on SW Erickson. This is data from January 22, 2009, and on various dates throughout the year until September 4, 2009. A total of 5,324 vehicles were assessed while the photo radar van was in position. Twelve citations were issued. When compared to a busier location you can see the differences, for example, at 8483 SW Canyon Rd. where the photo radar van is stationed on occasion. At various dates throughout the year, from January 2, 2009, through July 30, 2009, there were 41,901 vehicles assessed at that the Canyon location. Of that number, there were 1,273 violations with 1,201 citations. Based on various requirements for identification, they are unable to issue citations in all circumstances.

Chairman Knees: Just to be clear, when you say assessed, you mean they passed through the photo radar monitoring?

Officer Kingsbury: Yes, that is correct.

Chairman Knees: Mrs. Collins please note these statistics in the minutes and note that Commissioner Wesolowski posed the original question at last month's meeting. Mr. Khasho, do you have any updates on the intersection of Murray and Scholls Ferry Road regarding the flashing left-turn arrow and whether it will remain?

Mr. Khasho: Washington County will remove the flashing yellow, left-turn signal at Murray and Scholls Ferry on Sunday, October 4. The County posted notice of their decision in Thursday's edition of the *Beaverton Valley Times*.

Chairman Knees: I have no further Old Business. Mr. Khasho do you have any New Business?

NEW BUSINESS

Mr. Khasho: We don't have issues ready for the Commission for next month, so the Commission might consider canceling the November meeting.

Chairman Knees: It is agreed by the Commission to cancel the November 5 meeting. Last month we were talking about SW Erickson and a couple of people with testimony were critical that the monitoring of traffic counts and speed happened in June and we know how much worse it is when high school starts. My impression is, and correct me if I am wrong, that when we do a traffic count, we are also monitoring speed? Is it expensive to monitor traffic and a resource-intensive process to do that type of study?

Mr. Khasho: The Transportation Section is short of staff. It is not expensive to conduct these studies but it takes time. We can conduct another traffic study when school is in session.

Chairman Knees: Thank you for your answer. My second thought on that is that I am not certain, so it sounds like we could repeat the study if we wanted to, but I'm not sure what the value is. Certainly, I leave it to your discretion.

Mr. Khasho: As I mentioned at the hearing, staff conducted a speed and traffic count on Erickson the previous year while school was in session. That count showed a 400 vehicle difference between when school is in session and when it is not in session. Speeds will probably not change, just the amount of traffic on the street. If staff has a chance to verify this with a new traffic study, we will.

Chairman Knees: The public hearing issue has already been decided. I was just curious about what the impact to the City is. When I ask about resources I mean staff as well as financial resources. I don't see that it will change anything, just curious about it.

Chairman Knees: The next item on my list is about the truck trailers being parked for days, and the recommendation that there should at least be no overnight parking on those streets. I wanted to ask you to look into that area as to what makes sense to accommodate the needs of businesses so trucks can get in and out of the driveways so they have visibility and cars as well as trucks. If there is room on these streets that does not impede anyone's business to park a trailer, it does not bother me. If it bothers the businesses because they have spent money on landscaping, have a nice building, and want to make a good first impression of their business, customer should not have to see a broken down trailer parked in front of the building. I can understand that rationale as well.

Mr. Khasho: Let me check to see if we can post No Parking signs next to the driveways. As the City Traffic Engineer, I can post such signs at my discretion up to 50 feet from driveways. At the hearing, the business owners mentioned they do not want any truck parking on the street. I will meet with the two people who testified to see exactly what they want. I will probably schedule the issue as a public hearing if we need to take action.

Commissioner Tran: Mr. Khasho, when we take the steps of planning the parking in this area, do we post signs so that the people parking there have a chance to know there is a hearing tonight that they could show up to.

Mr. Khasho: Yes, staff posted signs for the Traffic Commission public hearing on both sides of the street.

Commissioner Tran: I really appreciate your follow-up conversation with the people who gave testimony, as our proposal is not exactly what they want. So, maybe there is something else we can do that will meet their needs more but that won't impact those who need the parking space. Like one of the people mentioned, the truckers are having a difficult time as it is and moving them around could cause an extra burden.

Mr. Khasho: We need to actively review the street again and pay attention to each driveway to make sure exactly what is happening before we take action. I will follow through on that.

Commissioner Harris: As I was looking at this issue, there were a number of things I noticed. For example, getting the trucks in and out, trucks going to the fuel site that are not familiar with the site, and making turns, etcetera. I would hate to be an independent truck driver right now. Secondly, the area is a viable industrial area that creates many jobs. How do we look at that? We don't want to put those businesses in jeopardy. Are there other locations in Beaverton that have this type of industry and on-street parking areas. Businesses along Nimbus really don't have a lot of truck traffic. Do you have any other areas we could look at to model?

Mr. Khasho: Actually, the area north of Allen Blvd. on 107th Avenue is a good example. That area is industrial in nature with much truck traffic and, at one time, they had truck trailers parked on both sides of the street. The issue was brought to the Traffic Commission with a request to prohibit parking on one side of the street. That is what happened. If you go to 107th, you see many trucks parked next to each other without much space between them.

Commissioner Tran: As Commissioner Engel stated earlier, it seems this is something we had to deal with before and seems very inefficient and now we are talking about this being brought up with the City Council to be addressed in a broader sense. Is this correct?

Mr. Khasho: Yes, the City Council would have to address this issue by changing the City Code to restrict truck parking on certain streets. It is very difficult to monitor and it takes lots of enforcement to chase them around and issue citations. It might also affect local businesses if we do that.

Commissioner Engel: Mr. Khasho, I live in the Highland Hills area and the street I live on, there is a long stretch. Is there any rule or part of the City Code that would prevent a truck driver from just dropping a trailer in front of my house for one to three days?

Mr. Khasho: Yes, the City Code does not allow this. In addition, trucks are not allowed to drive on residential streets unless they have a delivery on that street.

Commissioner Engel: So the designation, in this case, is the neighborhood street versus an industrial zone, such as the case we heard tonight?

Mr. Khasho: Typically, trucks can go through the city using truck routes. There are maps showing these routes, which are typically on arterial streets. Other streets are posted No-Through Trucks Except for Deliveries.

Chairman Knees: On my journey here this evening, I was on Teal Blvd. making my left turn north onto Murray. The left arrow changed to red while there were still three cars in the queue. I know we looked at this particular light before and know that some modifications were made to the signal's detection.

Mr. Khasho: It sounds like it is faulty. I will talk with Washington County and ask them to review its operation.

Chairman Knees: Thank you for following up on that. This is all I have on my lengthy list. Is there anything else to discuss?

Commissioner Engel: As a clarification for Mr. Khasho, with the case of truck parking and for the City Council to take a wider view of the issue, how practically is this taken up? Do they have to arrive at this thought on their own? Does someone say we want to consider this and a Councilor wants to consider looking at this more closely? How does this work?

Mr. Khasho: Typically, someone will bring it to Council's attention, such as the Engineering Section, or they will hear about the issues as they communicate with the public. They also have the opportunity to read the minutes of the Traffic Commission.

Commissioner Engel: Is this a problem that we should address or is this a low priority.

Mr. Khasho: I don't think it is a big problem. There are certain truckers who do this because they don't want to pay for parking. The same thing happens outside the City. At one time truckers parked along Barnes Road and that location ended up with No Truck Parking signs. We have to keep checking these locations.

ADJOURNMENT

Chairman Knees: Adjourned at 7:53 p.m., Thursday, October 1, 2009.

Bonnie Collins
Substitute Recorder